VOL. XX, NO. 91.

Wrecked On a Reef.

had of his presence was when intro-duced by Chairman Cobb. He came, he said, as the representative of a corporation, which had always per-formed its contracts in the time re-quired and had never asked for ad-itivation in the contracts in the time re-quired and had never asked for ad-itivation in the contracts in the time re-quired and had never asked for ad-itivation in the contracts in the time re-quired and had never asked for adreason, he thought, congress ought not to interfere in this one instance.

He gave a general outline and children came on deck, nearly all wearing life preserver. not to interfere in this one instance.

He gave a general outline of the work done on the California and Oregon road, and said that work on it had been suspended because the Challenge of the passengers were washed overboard.

Seven of the passengers left the vestigation of the passengers left the vestigation of the passengers left the vestigation. see on the life raft. About forty more took to the rigging At 10:20 a. M. the Gayhead lifeboat put off and took seven off the wreck. Another life on suspended, making the building lifeboat put off between 12 and 1 P.M. He would not endeavor to touch on boats. Twenty-one persons, one of the legal question, but had something whom was dead, were placed aboard personal to say about his associates the Dexter, and after these persons and himself. He said: "We have were taken from the vessel the Dexter

one of the most dangerous on the coast. The ledges consist of a formaledge, the outer strait of which is called "Devil's Back," both ledges being called "Devil's Bridges." The ledges are abreast of Gayhead light cific railroad, and when that bill on the main land and extend a little southward of it. The outer ledge of Devil's Bridge is about eight miles from the main land. On either side of the outer ledge is very deep water, and the upper part of the ledge is formed like a gable-house, so that vessels striking it diagonally would

cent. We did not ask the Govern-ment for additional aid. We paid of the saved and four of the dead ment for additional aid. were brought here, and the six supposed to be living and one dead are at Gavhead.

Facts About Time.

Julius Cæsar rectified the calendar 46 B. C., and by means of the calculations of his astronomer made the year its present length. however, is said to be really eleven minutes too much, and by the time Pope Gregory XIII came into power the surplus had reached eleven days. The pope had sufficient influence to set aside Cæsar's method, and the new calendar was accepted at once in Italy, Spain and Portugal. It gradually came into favor in France and northward, at a tremendous cost and Sweden adopted it in 1700. In Engand, popular Gregorian method, until, in 1751, an act of parliament legalized change, and this gave use to the terms "old style" and "new style."

are estimated as follows: sured; M. Bannister, 500 bushels of wheat, uninsured; B. E. Harris, \$100 have no interest in or influence over worth of tools. The fire originated in the engine house. Opinions as to the cause differ, but the prevailing could have been is not known.

sist of pure magnetic iron in imr fuel, and are less than a hundred miles from the Atlautic. It is in-tended to build a railroad around the mountains to a port, Ofotan, on the coast, and it is estimated that the iron ore can be delivered on the cars at the low price of two shillings per ton.

drowned some months since at Ho-

The renowned swimmer, Paul Boy-ton, says he is never without a bottle check grow lonesome for want of a quid, never refuse to drink, and I am dead certain they never wash. Yet only the other day I saw one of the most uncouth of them in speaking to a woman unkempt as himself, take off his hat like a courtier. They are a of St. Jacobs Oil, the great pain-cure.

Dealer in

FINE CIGARS.

his hat like a courtier. They are a queer mixture of bears and gentlemen, these Virginia mountaineers, and with their surroundings of wilderness and rocks and mountains

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Is not a "cure all," It is a blood-purifier and tonic. Impurity of the blood poisons the system, deranges the circulation, and thus induces many disorders, known by different names to distinguish them according to effects, but being really branches or phases of that great generic disorder, Impurity of Blood. Such are Dyspepsia, Billiousness, Liter Complaint, Constigution, Nervaw Disorders, Headache, Backache, General Woakness, Heart Disease, Droppy, Kidney Disease, Piles, Rhoumatism, Calarth, Ser'sula, Skin Disorders, Pimples, Ulcers, Swellings, &c., &c. King of the Blood prevents and vessels striking it diagonally would naturally keel over on her beam. The course of vessels is around Gayhead, so as to pass by the outer ledge on its south side.

The total number of persons saved was twenty-three. Five dead bodies have been recovered, and 119 souls are still unaccounted for. Seventeen b. RANSOM, SON & Co., Props. Buffalo, N. V.

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The table is supplied with the best the masket affords: go d food and clean beds will be furnished at the regular prices.

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During the month of January, 1834, Cocan Steamers will sail from Forliand for San Francisco, and from San Francisco for Port-land every 5 days, leaving Ainsworth Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. N. Through Tickets sold to all principal cities in the United States, Canada and Europe.

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Boats leave Portland for Dalles at 7:0 ALSO: Mon Tu. We. Thu. Frt. Sat Leaves astoris for Portland at 5 a. m. daily ex-

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Close connections made at Grant's Pass with the stages of the Oregon and California Stage Company.

Tickets for sale at all the principal points in California, at Company's Office, Corner F and Front Sts., .ortland, Or Freight will not be received for shipmen after 5 o'clock P. M. on either the East o West side Division.

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Astoria to Fort Stevens, Fort Ca by. and Ilwa o. Connecting by stages and boats for Oysterville, Montesano and Olympia

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Pare to Fort Canby and Ilwaco,.........75 ets one ton or over, \$2 per ton,

For Tickets, Towage or Charter apply at the office of the company, Gray's wharf, foot of Benton street.

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Astoria to Olympia, Touching at Fort Stevens, Fort Canby, Hwace North Beach, Oysterville, North

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On Columbia River GEN. CANBY. GEN. GARFIELD " Shoalwater Bay MONTESANO " Gray's Harton Connecting with Stages over Portages. Leave Astoria for Olympia, at - - 7 A. M

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arriving at Montesano the day after leaving storia-through my in so hours. Leave Olympia for Astoria on same days

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An additional trip will be made on

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Portland...... 4 :00 P. M. Lebanon...... 9 :20 P. M. Lebanon...... 9 :35 A. M. Portland... 10 :05 A. M. Office over White House Store. GELO F. PARKER.

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COUNTRY PRODUCE.

Advances made on Consignments...

HUNTINGTON'S SPECIAL PLEADING. Washington, Jan. 18.—At a meet-

always built as the law required, and this is the first consideration we have people to commence the Central Pathing to do, and we did it, notwithstanding the fact that people thought it would break us. When we commenced to build, rails were \$38 per ton, and they went up to \$125 before we were through buying, but we asked no more from the Government on that account. Before the war, \$6, \$7, \$8 or \$10, was the minimum rate for ship tonnage around Cape Horn. We paid \$34 during the war, and in stead of 2 per cent. insurance around Cape Horn, we paid as high as 15 per 32,500 for locomotives in war times. They could have been bought previously for \$19,000. We crossed the Sierra Nevadas against the predictions and advice of our friends, be cause we stood by the work honestly and manfully, and cared for every interest we had in charge. We indorsed the paper of the Central Pacific when it had no credit, and we personally had finished this work in the time required by law. I mention these things to show that we have worked hard and honestly, asking no favors, but selves, and present the case to you. We were stopped from carrying out the purposes through no fault or mis-fortune of our own. We built 1,252 miles, from the Central Pacific line to the boundary and prepared to go right up there, but when the other link failed in completion, we knew that there was no local interest to compensate us on the road to the State line. As the terminus would yield no return, we stopped and waited until the sister company will be able to go to work again. We got every man we could raise and put him on our line. The 100 miles we built from Redding to Mount Shasta, was the most difficult piece of railroad work we have ever done, embracing heavy cuts, and tunnels. We have done the best we could, and there is

away from us. Some political reasons may exist. If so, they are reasons I

Unless my geography has gone back on me right smart, I am in the midst of the Apalachian range. That has a foreign sound and reads well. the Alleghanies everybody would know it was only a couple of hundred miles away from home. It is nearly miles away from home. It is nearly 3000 feet above high-water, this settlement. All around it are high peaks and towering hills. The valleys are deep, and the natives are free as air. They go and come when they please. None of the little hindrances of civilintaries with their enjoyization interfere with their enjoy-ment. They toil not neither do they spin! They bunt b'ars, raise cattle, o, and run their face at the grocery. There are no constraints, and there is no soap. Put one of these mountain natives in New York, where he would occasionally meet another man in the streets, and he would pine away and die. They never shave, never black their boots, never

have their hair cut, never let their left

they not only have many good stories to tell, but are almost always able to tell them well.—Bill Arp. In a suit at Stapleton, L. I., be-tween "Uncle Jake," a well known oysterman, and others of his craft the other day, when the foreman of the jury said that body could not agree, an oysterman grasped Uncle Jake's hand and said, "Uncle, them jurors don't know nothing about oysters. Let you and I be friends and settle our trouble ourselves."

The other oysterman agreed and the case was drawn. They Most Have It.

Mr. Byron Pope, Chief Deputy Sheriff of Cleveland, Ohio, says: "St. Jacobs Oil has become a household fixture in our home. My little boy when suffering with the tooth and earache, his first cry is for St. Jacobs Oil and will not be satisfied if any other medicine is administered to It always oures.

New Bedford, Mass., Jan. 18.—The City of Columbus left Boston on Thursday, carrying eighty passengers and a crew of forty-five. At 8:45 a. M., on Friday, with the light bearing south, half east, the vessel and the revenue cutter Dexter came along about 12:30 and sent off two

The ledges on which the Columbus struck is considered by mariners as

The recent change is only a more perfect attainment of a uniform The grist mill, warehouse and 100 cords of wood, belonging to the Dayton Flouring Mill company, burned last Friday night, between the hours of 11:30 and 3:30. The various losses Flouring Mill company, \$15,000; in-surance, not known; A. Callian, 1000 bushels of wheat, no insurance; Duncan Ross, 500 bushels of wheat; unin-

one is that it is the work of an in-cendiary, though what the motive The mountains of Gellivara, in the most northern part of Sweden, conlayers of several hundred feet thickness upon the surface of the ground One of these peaks alone is supposed to contain 280,000,000 tons. They are situated near large forests, furnishing

The body of Mrs. Collins, who was uiam, was found on the beach about four miles below Gray's Harbor, and

PETER BLANKHOLM.

IMPORTED AND DOMESTIC. THE BEST BRANDS OF TOBACCO.

Practical Tailor.

ASTORIA, - - - OREGON Carry in Stock,

Prescriptions carefully Compounded

ing of the house committee on public lands to day, C. P. Huntington ap-peared on behalf of the California and Oregon company. The first inti-mation the members of the committee

of the road he represented inexpe-

asked for in the way of an extension We think we are entitled to more from the government than any other class of people, for there has seen no conservator of the public peace and prosperity in the largest sense. We ourselves were the first complishing what depended on our-

no ground equitable, moral or financial, on which this land can be taken

Virginia Mountaineers.